Jim Crow Car Laws — 1922

Alabama

COMISE REMOVAL OF PAY-AS-YOU-ENTER CARS

Montgomery Advertiser

9/22/22

(Special to The Advertiser.)

BIRMINGHAM, ALA., Sept. 21.—The residents of North Birmingham and Acipco were Thursday jubilant over their victory over the B. R. L. & P. Company in the pay-as-you-enter controversy. As a result of an agreement that the cars would be removed from the North Birmingham and Acipco lines, H. S. Hill, president of the North Birmingham Civic Association, stated that plans for a city wide campaign and mass meeting had been called off.

"Following a conference with Mr. Pevear of the B. R. L. & P. Company, he came to see us," said Mr. Hill, and announced that the old system would be restored on the North Birmingham and Acipco line within the next ten days.

"Mr. Prevear stated tha he believed we were entitled to separate entrances after having a check made of the lines, as more negroes traveled on these two lines than on any others in the Birmingham district."

ALABAMA COMMISSIONER SAYS STREET CARS MUST HAVE SEPARATE DOORS

St. Louis Argus

9-1-22

Says Races Should Not Come In Contact. Condemns Pay As You Enter Cars.

Preston News Service

BIRMINGHAM, Ala., Aug. 31.—"Negroes and white people should be entirely separated on Birmingham street cars, not even be permitted to board trolleys or alight from the same entrance or exit," declared Wm. L. Harrison, commissioner of Public Utilities.

He told officials of the local street railways company, "The use of the new pay-as-you-enter cars, which require all passengers to enter by the rear door is both dangerous and undesirable, because of the contact between the races. While your seating arrangement provides separate compartments for the races, white passengers are required by the rear door with Negro passengers.

"I have already heard that race trouble has been narrowly averted on several occasions since installation of this new type of car. On the old style car white passengers entered by and alighted from the rear door; while Negro passengers used the front door, occupying forward part of the trolley for seats.

"I am unalterably opposed to the use of this new type of car under present arrangements, and therefore recommend that provision be made for separate entrance and exit for the races."

Separate Entrances Is Agreed Upon

Savannah Tribune

9/28/22

Birmingham, Ala., Sept. 27 (Associated Negro Press)—Separate entrances and exits for colored and white persons for North Birmingham and Acipco Street cars were agreed upon Wednesday by J. S. Pevear, general manager of the company, following presentation of demands for separation of the races earlier in the day by a delegation representing the North Birmingham Civic Association.

Previously the company had agreed to arrange for colored to get off at the front of cars, but held that it would be necessary for them to enter at the back with white persons.

PAY AS YOU ENTER CAR FIGHT IS INCREASING

Montgomery Ad,

(Special to The Advertiser)

BIRMINGHAM, ALA., Sept. 17.—The fight against the pay-as-you-enter car, which causes negroes and whites to enter the same way and the white people to pass through the negro section on entering, is taking city-wide proportions.

9/19/22

A mass meeting is planned to which all the citizens of Birmingham will be invited, to be held in Capitol Park some time during next week.

It is stated that petitions to be presented to the Alabama Public Service Commission protesting against this system of street cars, have already been signed by 2,000 residents of the city. These petitions will be circulated throughout the city and it is expected that many thousands will sign them.

Police Commissioner W. B. Cloe has predicted racial clashes if this system is not abolished.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws – 1922

Florida

JIM CROW ST. CARS WORK BOTH WAYS IN JACKSONVILE, FLA.

Afro-American Whites Forced Many Times To Stand In Car Full Of Colored Passen-

Baltimore Md.
3/10/22

Staff Correspondent

Jacksonville, Fla., March 1.—
"For ways that are dark,
And tricks that are vain:
The heathen Chinee is peculiar."

When Brete Hart wrote that of the Chinese, he had never come in contact with the average white man of the South, particularly, in regard to the method of segregation in street cars.

Mr. White Man is, and always has been of the opinion that he was segregating the Negro, when as a matter of fact, he was and is segregating himself. It is amusing to sit in some of these street cars and see what goes on. For instance: a car will approach the terminus after passing through a colored section. The sign "Colored" stuck in the tops of the seats by this time will be removed nearly to the front door, possibly only three seats left on each side for white folk. Returning, the sign will not have been removed, and here is where the amusement comes in.

Each colored person coming into the car will take an empty seat next to the window, not doubling up, until all of the seats on both sides, each has a colored person in it. This leaves just three seats on each side, or space for twelve white persons only.

Now all the white folks coming in have to double up, while many colored seats have only one person in them. The car fills up as it reaches the centre of the city, and the white folks are practically crowded out or compelled to stand in this section while the "Brother in Black" sits comfortably looking out of the window.

Again if there are few white persons on the car, they invariably go all the way up to the front of the car, and the colored person, seeing a vacant seat beyond the color line removes the sign further up and sits down, and enjoys himself. I have yet to see a white person remove a sign, while I have seen a number of colored persons do it.

However amusing all this may be, the conductor and motorman often get even with the colored brother by leaving him standing on the corner as he speeds by, sometimes turning to look at a white passenger inside and winking his eye. The conductors as a rule are surly and very discourteous, and although you get up out of your seat and go to the exit, unless you tell him or ring the bell he will not open the door, and if you say anything to him after you pass your corner, he will porbably tell you he is no mind-reader.

As often as we've been in Jacksonville, this is our first experience with the street railway and it it has been only a question of twenty-eight cents a day or two dollars a day that compelled us to get this experience. We often compromise however, by giving the taxi man one dollar and the street cars the fourteen cents; thus paying something for our dignity.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws — 1922 General

PRICE OF PREJUDICE.

A well-known physician who was born in the South, but for many years has lived and practiced in the North, had occasion a few weeks ago to visit the section where he spent his early years. One of the questions asked him was what impressed him most in the way of changes that had taken place during the years of his absence. His reply was that the greatest change to his mind was the fact that he found the white man of the South working and the colored man riding in auto cars.

One of the noticeable features at the unveiling of the statue erected to Booker T. Washington at Tuskegee Institute was the hundreds of motor cars parked all about the grounds. Many of these cars were of the more expensive makes and their owners were Negroes. The license tags showed that while many came from points in Alabama, others were from more distant states. From the North were seen cars from Virginia, North and South Carolina, West Virginia, Maryland, Tennessee and Georgia, while from the regions further South Florida, Mississippi, Louisiana and Texas were among the states represented.

The reason for this use of the automobile over the bad roads encountered in the South, to travel hundreds of miles, was to avoid the discomforts and indignities incident to railroad travel in the abominable "jim crow" car. As one of these travelers by auto tersely put it, in explaining why he brought his family such a long distance in a private conveyance, "We have progressed too far to travel 'jim crow.'" This is the reason why the self-respecting Negroes of the South put their money in motor cars. By so doing they can at least avoid the insult and injustice involved in paying first class fare for inferior accommodation and wretched service.

This use of the motor car for long distance transportation means that the Negro is paying an extra price on account of the prejudice of the whites, when prevents him from receiving equal railroad service for the same fare. But the white man is also paying for his prejudice in the loss of passenger traffic to the railroads. Few of the Southern railroads are in a position to neglect the opportunity to increase their revenues. Yet the separate car laws enforced in most of the Southern states have this effect.

The price of prejudice must be paid by all concerned. The Negroes who can possibly afford it pay by using the auto for necessary transportation. The white traveling public pay an increased fare for their exclusive right to first class transportation. The stockholders in the railroads pay by losing the dividends that their roads might earn if they provided equal accommodation for all passengers, regardless of race or color.

But the price of prejudice must be paid by all who come under its withering blight.

Refuse To Review Case Involving Jim Crow Question

East Tennessee News
Knoxville, Tenn.
12-14-22

Three White Passengers Demanded Damages For Railroad's Failure To Remove Negroes From Coach.

WASHINGTON, D. C., Dec. 12.—The United States Supreme court denied the Louisville & Nashville Railroad the right to have that body review a case dealing with a violation of the so-called Jim Crow law of Mississippi when the case came up for hearing here today. The railway had appealed to the highest court from a decision of the Mississippi court in which three white men had been awarded damages of $400 each against the railroad for what they termed a toleration of a violation of the Jim Crow Law.

S. E. Stevens and his two white associates entered the only car reserved for Negro passengers on the L. & N. Railway's line going from Pascagoula to Biloxi, Miss. The train crew had forgotten to change the sign in the car which read "for white passengers." Two Negro passengers were in the car at the time the white men entered and later on another Negro passenger entered. The white men protested to the conductor who told the white passengers that the car was the only one reserved for Negroes and that they would have to go to another coach. Neither of the passengers moved and as the result Stevens and his associates instituted a suit for damages and asked $3,000 each.

The railroad contended that the coach which the three white passengers had entered was intended for Negroes and all other cars on the train were reserved for whites and that the reversible signs had been changed.

Get $400 "Damages" For Riding With Negroes On L. and N.

Louisville Ky.
12-22-22
Louisville News

(By Associated Negro Press.)

Washington, Dec. 21.—A Jim-crow law case from Mississippi was dismissed by the Supreme Court for want of jurisdiction. It was brought by the director general of railorads against A. E. Stevens and others. The state courts of Mississippi sustained the law and awarded damages to Stevens and two associates who entered a car on the Louisville and Nashville railroad at Pascagoula, Miss., marked "for white passengers," their destination being Biloxi, Miss.

"There were two colored passengers in the car at the time and later another took a seat. The white passengers protested to the conductor, but he did not remove the colored passengers and they entered suit, each asking $3,000 damages. They were awarded $400 each. The railroad contended that the coach which the three white passengers entered was intended for colored, and all the other cars on the train were reserved for whites and that the reservable signs had been changed.

Supreme Court Decides For Railroad Jim-Crow

Pittsburgh Courier
12/22/22

WASHINGTON, Dec. 22.—(Crusader Service) Jim Crow laws passed by Southern States were not abrogated by Government control of the railroads during the war and the United States Railroad Administration was responsible for their enforcement, according to a decision by the Supreme Court to-day.

The Missisippi courts were upheld in awarding damages against the Railroad Administraton in favor of A. E. Stephens, F. G. Gaddy and M. Swinney, three Mississippi whites who charge that they were "compelled" to ride with Negroes despite their protest.

The plaintiffs contended that the conductor refused to eject Negro passengers from a section marked for "whites only" and that as a result they suffered "mortification and embarrassment."

PULLMAN COMPANY IS SUED FOR CARRYING NEGRO

Atlanta Independent
12/21/22

(By the Associated Negro Press.)

Crystal Springs, Miss., Dec. 8.—Miss Honor Maud Barron, of Crystal Springs, was awarded $2,250 damages by the circuit court in her suit for $3,000 against the Pullman Company, and the Illinois Central Railroad last week upon representation that a colored person was permitted to ride in an adjoining berth last summer in a Pullman car from New Orleans to Crystal Springs. She testified she saw a porter help a colored person into a berth which adjoined the one she occupied.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws—1922. General.

THE GILPIN INCIDENT

Washington, D. C. Eagle

(Special to the Washington Eagle.)

The appended correspondence between Attorney James C. Waters, Jr., of this city, and the Pennsylvania Railroad Company in the matter of the Gilpin incident is published for the information of the people.

It will be recalled that at the time of the incident, the white newspapers heralded throughout the nation the fact that Charles S. Gilpin, the distinguished Negro actor, had been forced to leave a train because he refused to be "Jim-Crowed" under the laws of Virginia. But what portion of the white press, even if it knew about it, would herald the fact that the vice president of the greatest railroad system in this country had flatly admitted that there was no authority, either in law or in morals, for the indignity to which Mr. Gilpin and his associates were subjected in the incident referred to above?

The splendid handling of this contemptible affair should be reassuring to all right-minded citizens regardless of race or color; and particularly should it be gratifying to the colored people who are thus newly informed as to their rights as travelers in interstate commerce. Where the Interstate Commerce Commission dodged and side-stepped, as usual, the Pennsylvania Railroad Company met the issue squarely and disposed of it. The correspondence is as follows:

Washington, D. C.
March 18, 1922.

The President,
Pennsylvania R. R. Co.,
Philadelphia, Pa.

Dear Sir:

An item published rather generally in the newspapers of the 16th and 17th instants reads as follows:

Winchester, Va., March 16.—Rather than ride in the "Jim Crow" compartment of a Pennsylvania Railroad train from the state line to this city, Charles S. Gilpin, Negro actor, and his troupe quit the train at Clearbrook, Va., and made the rest of the trip to Winchester by automobile. When the train conductor told Gilpin the Virginia state requirements in regard to Negro passengers a heated argument is said to have followed. The conductor refused to be persuaded by the arguments.

Gilpin got off and his company followed.

I have the honor to ask if you will point out to me under what provision of the Act to Regulate Commerce the conductor of the Pennsylvania R. R. Company referred to above was authorized to do the act attributed to him. It has been my understanding all along that state laws had no application to interstate commerce, and especially is that true since the passage of the Esch-Cummins law. It seems to me that the American people have traveled a long way from slavery with its badges and incidents to be hiking back at this late day to the point where white and colored members of the same theatrical company, earning their bread and giving entertainments to thousands of both races by playing daily and nightly on the same stage, must leave an interstate train and travel miles and miles overland by auto to escape the cheapest form of conduct to which humanity can now stoop and still maintain a quasi claim to respectability.

I shall appreciate it very much if you will advise me fully in this matter.

Very truly yours,
(Signed) JAMES C. WATERS, JR.

Pennsylvania System,
Eastern Region.
Philadelphia, April 27, 1922.

Mr. James C. Waters, Jr.,
Washington, D. C.

Dear Sir:

Replying to your letter of the 18th ultimo, addressed to President Rea and handed to us for attention, having reference to the newspaper article wherein it is stated that Charles S. Gilpin, colored actor, and his troupe, left our train No. 5815 March 15th, after the train passed the Virginia State line, due to the fact that our conductor requested that they go behind the curtain, this action being taken by reason of a statute of the State of Virginia making it mandatory to segregate colored and white passengers:

Our investigation develops that the conductor involved interpreted the Act of January 30th, 1900, of the State of Virginia to apply to all colored passengers regardless of their point of origin or destination. You may, perhaps, know that a failure to enforce the law renders not only the railroad company, but also the conductor, liable to heavy fines and penalties.

Mr. Gilpin and his associates ought not to have been subjected to the same treatment accorded colored passengers traveling wholly within the state, and we are giving the matter careful consideration so that a situation of this character will not again be presented.

The entire affair was most unfortunate, and we deeply regret the annoyance caused Mr. Gilpin and the members of his company.

Yours truly,
(Signed) ELISHA LEE,
Vice President.

Washington, D. C.
May 9, 1922.

Mr. Elisha Lee,
Vice President, Pennsylvania System, Philadelphia, Pa.

My Dear Sir:

Your letter of the 27th ultimo, in the matter of the Gilpin incident, has been received and is appreciated. It shows that the Pennsylvania Railroad not only does not kill its passengers, but it also refrains from insulting them, this latter fact being one which will sound deeply in the gratitude and appreciation of millions of colored Americans and their friends.

Please convey to President Rea and accept for yourself the assurance of my most distinguished consideration.

Very truly yours,
(Signed) JAMES C. WATERS, JR.

Segregation Case Up Next Week

Washington Tribune

The case of Fred. R. Brooks and William Waller against the W. B. & A. Electric Railroad Co., will probably come up for arguments before the District Court of Appeals the first of next week. It was expected that arguments in this cause would come up this week, but because of oher cases, that the leading counsel in the case, Attorney O'Leary, had, arguments had to be deferred.

The case is the outgrowth of a suit against the W. B. & A. by Brooks and Waller, who were illegally put off a W. B. & A. car en route to Washington nearly five years ago. They were put off the car because they refused to move to seats described by the conductor as being for Colored. Much interest is being manifested in the case.

Jim Crow Car Laws — 1922

BAPTIST LEADER FLAYS JIM CROW TRAVEL IN SOUTH

Dr. Jones Tells Convention Delegates of Menace to U. S. Civilization

4/23/22
Chicago Defender

Nashville, Tenn., Sept. 22.—The great army of the Baptists swept into this city until every section of the country was represented. They came from the mountains of Tennessee and Kentucky, the everglades of Florida, the Golden West, the prairies of Texas, the delta of Mississippi and the bottoms of Louisiana. They came in spite of the fact that the railroad strike was on and travel was dangerous.

When Rev. Dr. Edward P. Jones of Illinois called the convention to order thousands stood in the great auditorium and sang the old missionary Baptist hymn, "Go Preach My Gospel Saith the Lord." The committee on divine services, Dr. G. B. Taylor of Tennessee, chairman; financial committee, Dr. S. R. Prince of Texas, chairman; committee on enrollment, Dr. D. B. Gaines of Arkansas, chairman, were appointed by the president, and soon the big convention was down to business.

Dyer Bill Discussed

Many constructive enactments were passed by the convention and a committee of 100 was ordered to send a telegram to President Harding condemning lawlessness in all its forms and urging the passage of the Dyer anti-lynching bill.

"The Jim Crow car," said Dr. Jones, "is a menace to American civilization and deserves the serious condemnation of all right thinking Americans." He referred to sections where American citizens are huddled together like cattle and inadequate accommodations given. He said: "Any law which exacts payment for first class passage and then provides fifth class service must be condemned as unfair and un-American." His remarks were endorsed.

On Thursday the convention adjourned to the campus of seven acres of the Theological Training school, where the entire body had opportunity to make observation of its plant. All were loud in expressing their approval.

The convention on Saturday convened at Greenwood park, where exercises in memory of the late Dr. R. H. Boyd were held. Dr. G. H. Wynne of Fort Worth presided. Among the distinguished speakers were Dr. C. G. Coleman of California, T. B. Britt of Florida, David Over of Colorado, Robert Mitchell of Kentucky, G. B. Taylor of Tennessee, J. B. Robinson of Arkansas, W. W. Hill of Louisiana, F. H. Williams of North Carolina, C. T. Madison of Virginia, S. C. Ross of New Jersey, F. H. Cookes of Ohio, C. Jordan of Indiana, J. W. Hearst of Missouri and S. S. Jones of Oklahoma. After the program more than 5,000 messengers visited the Greenwood cemetery, viewed the remains of Dr. Boyd and saw them consigned to the grave by President Jones.

Dr. Jones Re-elected

The feature of the session was the unanimous adoption of a resolution providing that 1 per cent of each messenger's salary during the year should be given to education and foreign missions. This alone will bring the convention an income of more than $20,000. Two thousand one hundred delegates were enrolled and more than $135,000 raised during the year from all sources. Dr. Jones was unanimously re-elected president. Messages of condolence were sent to Mrs. E. C. Morris in Helena, Ark., lamenting the death of her husband, Dr. E. C. Morris, a great Baptist leader.

There was quite a contest on between Chicago and Fort Worth for the next place of meeting. Fort Worth was selected. President Jones, Dr. E. R. Carter, Dr. J. B. Robinson and others were elected to attend the world's Baptist alliance which convenes in 1923 in Norway and Sweden.

* * *

NEWSPAPERS are not saying anything about it, but you should know what your men are doing in the strike centers.

Last week this writer told you of one or two killings traced directly to the effort to keep Colored men from working. Things are getting better.

You know how wretchedly you are treated on Southern railroads.

You are carried like cattle; your women and children are shown but scant courtesy, and accommodations are a scandal in this century of progress. That is all right. You will see a great change in the next 10 years. Slavery dies hard—has always died hard.

You would suppose that because of this treatment at the hands of railroads your men would not want to help the railroads. Such, happily, is not the case. The people are always wiser than those operating on book principle. Trust the heart of the people, for there is the dwelling place of God.

* * *

All the big lines South are running only because Colored machinists are turning out engines on time; turning them out in ordered shape; turning them out as good as anybody else turned them out in the past. This writer has seen this with his eyes.

Railroad officials are loud in praise of Colored machinists and laborers. "They have saved us," you hear big railroad men say.

The Illinois Central, the Louisville & Nashville and the Mobile & Ohio railroads, traversing the great valley, will tell you that but for Colored men, their faithfulness and aptitude, matters would have been much different in the South.

Of all the railroads operating separate coaches in the South one and only one keeps the law.

What is the law? The law is that the accommodations shall be equal but separate. Of course the law is scandalous, but that is the law at present. Time will erase that law.

The Illinois Central and its subsidiary, the Yazoo & Mississippi Valley system, operating out of Memphis, keep the law; no other line does.

The Louisville & Nashville, some one informs this writer, grows worse. That is strange, since its president, Mapother, is classed with the great Markham of the Illinois Central. Mr. Markham ranks any railroad executive in our country. The Illinois Central is a railroad with a heart and soul. Markham gives it breath and speech.

Maybe as a reward for faithfulness and devotion Southern railroads will treat the women and children of their Colored workers as humans in the future.

Illinois.

"JIM CROW KIT" LATEST FAD FOR JOURNEY SOUTH

Chicago Defender
8-26-23

Minister Equips Himself to Overcome Hardships of Southern Travel

In order to conform to the Southern white man's Jim Crow law and at the same time be in perfect comfort while riding the "hog train" to Jackson, Miss., the Rev. Joseph K. Bowler of Morgantown, Mass., has equipped himself with what he terms a "Jim Crow traveling kit." It consists of a pair of soiled overalls purchased from an auto mechanic, a miniature gasoline stove and a small table top the size of a scrub board. Rev. Bowler passed through Chicago Monday.

Asked why he purchased such a peculiar outfit for travel in the South he replied as follows:

"I secured the overalls in order to avoid soiling my best clothes when riding in the dirty Jim Crow coaches. I could not afford to wear a decent looking suit while riding amid such filthy surroundings, and then I want to be in perfect harmony with my environment.

"I have often seen th conductors and news butchers come into the Jim Crow coaches and spit tobacco juice on the cushions where our men and women have to sit. In some parts of Mississippi the white farmers use the Jim Crow coaches as baggage cars in which to transport chickens and hogs, and no gentleman would like

DIVISION OF BEHAVIORAL SCIENCE RESEARCH

Jim Crow Car Laws - 1922 Kansas

WAITERS DRIVE OWN WOMEN OUT; WHITES PLEASED

Vicious Dining Car Order Causes Men (?) to Insult Train Passengers

4/22/22

Chicago Defender

Every few days the Chicago Defender receives reports, etc., showing the rotten prejudice to which our people are forced to submit or suffer deprivation. No more glaring condition, however, than that which exists upon the dining cars operated over the lines of the M., K. & T. R. R. has been brought to light in a long time, and the fact that the report comes direct from one of the employees gives it the stamp of genuineness which it would otherwise lack. First, we wish to call the reader's attention to the following bulletin; read it closely:

Parsons, Kan., Mar. 11, 1922.
Bulletin No. 14-A

Subject: "The Serving of Colored Passengers or Employees in Diners."

(Re-issue, and for those new in service.)

All Stewards:

All Colored employees and passengers are to be served in the dining car after the third and last call of each meal.

But at no time must a Colored employee or passenger be seated so long as there is a white passenger sitting in the diner. Should Colored passengers or Pullman porters or employees come to the diner after third call, and passengers are still seated, the Colored passengers must wait in the hallway.

After Colored porters, employees and passengers are seated in the diner, then should a white passenger come in, the steward must go to them and advise that he is now feeding the Colored employees and passengers, and will serve the white passenger back in their section of the sleeper, or if they—the white passenger—do not object to be seated in the forward end of the dining car while the Colored employees and passengers are eating, then and only then will the steward serve the white passenger. If they object, they must either wait or be served in their sections. The stewards must handle each and every case diplomatically, and have no hard feelings or misunderstandings or controversy with either class of passengers. All Colored passengers, Pullman, train and dining car employees are to be served at the kitchen end of the diner.

Please acknowledge if thoroughly understood, and have each waiter read this bulletin carefully, and also sign the acknowledgment slip herewith attached.

C. O. Johnston.

Accompanying the above bulletin ame the appended letter:

"Enclosed find a 'bulletin' I obtained from the 'Texan,' Mr. C. O. Johnston, superintendent M., K. & T. railroad dining car department. I managed to get hold of it before the dummy dining car steward had a chance to dispose of it. This same steward a few days ago forced three of the women of our Race to leave their meal and stand in the hallway of the car until a raggedy roughneck (white) came into the car, placed his order and ate his meal, after which the roughneck and steward made sneering remarks concerning the occurrence. After he left the car the ladies were allowed to re-enter and finish their meal, which had grown cold, and which the steward had refused to allow the waiter to return to the kitchen to be kept warm. This happened in Kansas on train No. 4, between Parsons and Fort Scott.

"Very truly yours,
"An Employee."

We do not publish the name of the writer of the above letter, for we know that his job wouldn't be worth a nickel in German marks. We are of the opinion that he, as well as all other men of the Race employed on the dining cars on the lines mentioned would be better off if they were otherwise employed. Do you think for a minute that a cheap dining car official would dare to order an Irishman, German, Frenchman, Italian or a man of any other nationality to enforce a rule of the sort against his own people? It is a question which is easy to answer. What the waiters should do when an order of the kind is posted is to refuse to work under such humiliating orders. On the other hand, members of the Race should use some other road in their travels and when it is not possible to do so they should carry a box lunch and do away entirely with the insulting conditions. If the waiters and passengers alike would follow this advice Johnston and coyotes of his stripe would soon change their ways. It is at least worth trying, and the sooner the better.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws – 1922

New York

NEGRO AID ASSOCIATION ASKS I. C. C. TO PROBE SOUTH'S JIM CROW CARS

N Y C CALL
APRIL 2, 1922

Colored Passengers Are Charged First-Class Rates, but Get Inferior Service.

The Interstate Commerce Commission has been asked by the National Association for the Advancement of Colored People to extend its investigation of discrimination in freight rates in Southern interstate railway traffic to the discrimination against colored passengers by segregation in Jim Crow cars.

The letter, embodying this request was signed by James Weldon Johnson, secretary of the advancement association, reads:

"The National Association for the Advancement of Colored People, having received a copy of the order in Docket Number 13,494, issued by the Interstate Commerce Commission and directing that investigation be made of freight rates to, from and within Southern territory, begs to request that that order be extended to apply to passenger as well as to freight rates.

The phrase in the commission's press release explaining the need for this investigation of freight rates could be applied verbatim to the passenger situation, for "the rates in question, in many instances, differ materially for substantially similar hauls on like classes of traffic," as it is a notorious and universally admitted fact that colored passengers in Southern traffic are charged first-class passsenger rates but are served with inadequate, inferior and insufficient accomodations.

"The National Association for the Avancement of Colored People, in the event of compliance with its request by the Interstate Commerce Commission, will undertake to gather and present at the hearings of the commission, necessary evidence covering this point."

Colored Passengers Have Trouble on New York Cars

New York Age – 7-15-22

Two Cases in Which Respectable Members of the Race, Resenting Imposition by Whites, are Hauled Into Court on Charges

Racial antagonism is apparently becoming more and more pronounced on New York City transportation lines, and it is evident, from the methods pursued by employes of the various lines and by the police, that Negro passengers who have altercations with employes or passengers are always considered to be in wrong.

Two occurrences on July 6, one on the Ninth avenue elevated, Manhattan, and another on a Myrtle avenue trolley car, Brooklyn, are typical of the attitude of those in authority.

One of Brooklyn's most respected citizens, Andrew J. Carr, Sr., of 603 Herkimer street, Brooklyn, employed as a weigher at the United States Custom House, riding on a Myrtle avenue car, near Franklin avenue, Brooklyn, was called on by the conductor to pay a fare after Mr. Carr had already done so. Naturally he objected to being mulcted a second time for one ride, and an argument ensued. During the controversy, Mr. Carr, an elderly man, some 57 years old, was struck by the conductor. The blow was returned and then the street car employe was joined by a number of passengers, both men and women, who united in a brutal and cowardly attack upon the colored man.

During the melee, a small pen knife with which Mr. Carr was attempting to defend himself, wounded a passenger slightly in the right arm. Then the mob of whites became really infuriated, and shouts and cries of "Lynch the nigger" were shouted by the crowd of whites. Detective Thomas O'Brien of the Clymer street station appeared on the scene, however, and placed Mr. Carr under arrest, not a single white person being detained.

Arraigned in the Bridge Plaza Court, before Magistrate Short, Mr. Carr was held in $2,000 bail on a charge of felonious assault. The complainant was Henry Howe of 135 Franklin avenue.

Earlier on the same day, July 6, two young colored women and a colored man had an unpleasant experience on the Ninth avenue L, approaching the 72nd street station. Mrs. Frances Tarris, 26 years old, of 64 West 129th street, Mrs. Flora Bryant, 26, of 225 West 140th street, and Samuel Merchant of 100 West 136th street, were passengers on the train, and they aroused the anger of a white man, Frank Morris, 174 West 81st street, when one of the women would not give up her seat for a white woman.

The affair did not go beyond a controversy, but it appears that the discussion was quite bitter. Some unknown white man added fuel to the flame by interjecting a reference to what would happen "down South" if the Negroes stood up for their rights and priviliges as passengers on a public carrier. As a result of the argument, when the train reached the 72nd street station, the train guards blew their whistles, summoning the police, and the three colored persons were all arrested and held at the West 68th street station on charges of disorderly conduct.

As in the Brooklyn case, not a single white person was detained, even though a crowd of whites assembled when the police boarded the train, and uttered threats of all sorts against the three colored prisoners, as well as against other colored passengers on the train.

Observers of events who note the effect on the people of such discriminatory tactics, declare that serious trouble will eventually ensue if this policy is not changed. The assertion is made that if a law is violated all parties concerned, regardless of color or race, should be given the same treatment. It is not possible that there can be only one party to a quarrel. In such instances as the two cited it is certain that if the Negroes were violating any law in standing up for their manhood rights then the whites were as guilty in seeking to usurp or limit their enjoyment of public privileges.

DIXIE CONDUCTOR BACKS DOWN ON JIM CROW RULES

Chicago Defender
12-2-22

Passenger Makes an Official Bluffer Change Tactics on Carolina Train

New York, N. Y., Dec. 1.—How a railroad passenger in South Carolina maintained his rights against white invaders of the smoking and washrooms is told in a letter of Wm. H. Summerson of Darby, Pa., made public by the National Association for the Advancement of Colored People:

"Leaving Charleston, S. C., Oct. 29, on the Atlantic Coast Line railroad for Philadelphia," says the letter in part. "I took a seat in coach 1014 which in appearance was the same as the one occupied by the whites. In the forward end of the coach were, on the left, ladies' toilet and on the right, ladies washroom. About 15 minutes after the train left Charleston, I noticed a young man go into the ladies' toilet. After coming out he then went into the ladies' washroom. About ten minutes later two men did likewise. I at once thought something was wrong so I began to investigate and I found that at the rear end of the coach, the smoking room with all accommodations for men had been taken over by the whites and our men were obliged to use the women's toilet, and if they wanted to smoke, they had to go to the platform of the car to do so, and at one time six or more were there smoking while the train was speeding along.

"Shortly after noting these facts, the train conductor came along and I asked him, 'What about the men's smoking room and their toilet in that coach,' and he said that we would have to use the women's and go to the platform, if we wanted to smoke. I then said to him that it was against the law of Interstate Commerce and that I would report it.

"Later I secured the names of a few witnesses which I here send you. While I was getting these names the conductor sat three or four seats back of me talking to two white men. Shortly afterward they disappeared into the smoking room and a short while after that I noticed a change and the smoking room was vacated by the whites and turned over to us before we reached Florence, S. C."

REEL 15

Jim Crow Car Laws — 1922. North Carolina

The Raleigh *Standard* thus describes the street cars of the North Carolina capital:

New York Age 7-29-22

In every street car in Raleigh, there are signs, "White people occupy front seats, colored people rear seats." We have noticed repeatedly that the white people would sit as far back as possible, leaving at times many vacant seats in the front, while the colored patrons of the company have had to stand; but this is not so serious a complaint. The thing that the *Standard* desires to correct, is the use that white men who desire to smoke make of the rear of the car. They would crowd among Negro men and women and smoke in their faces with impunity. It does seem in justice to these people that the company would take steps to prevent it. For smebody will blow his smoke in the face of the wrong man's wife and then something will happen, which may disgrace us all.

That seems to be a reasonabile demand, which has both descency and the preservation of the peace in its favor. It should be complied with at once.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws — 1922

Railroad Officials Promise Better Service to Colored Patrons in Oklahoma

Topeka Plaindealer - 9/22/22

NICK CHILES CALLS ATTENTION OF RAILROAD OFFICIALS TO LAXITY OF EMPLOYES

For a long time since the enactment of the race separation laws of Oklahoma in public conveyances, Negroes have been subjected to all kinds of indignities and inconveniences due for the greater part to the inefficiency and carelessness of railroad trainmen. White trainmen, dead-heads, newsbutchers and passengers have had a habit of encroaching on the rights of Negro pasengers in the little space allotted to them on trains. A great deal of grumbling on the part of the victims of these indignities have resulted, but it was left for Nick Chiles, the fearless editor of the *Plaindealer*, to bring the fact of these continued persecutions to the attention of the higher officials of the roads where these unjust discriminations occur.

We are publishing in full the text of the exchange of letters between him and officials of the road.

May 18, 1922

Mr. Charles Hayden,
Chairman, Board of Directors,
C. R. I. and P. R. R. Co.,
New York City.
Dear M. Hayden:

I am calling your attention to a few outrages being perpetrated on Colored people by some of the employes of your line. We admit that you have some passenger conductors and trainmen who are interested in the welfare of the road, but there are others interested only in what they can get out of it and care nothing for the upbuilding of the system.

In Oklahoma, as you are aware, they have segregation laws on passenger trains for white and Colored, while the grea Mexican and the blanketed Indian with his breech clout are classed as whites. It makes no difference how cultured and refined a a Colored person may be, he is compelled to ride in the coach known as the "Jim Crow Car," which has three partitions; one for women, and a smoker for men. Invariably, however, we find dead-head employes of the road riding in the Colored apartments and sometimes occupying two seats. They have muddy feet, dirty clothes, and smoke, and when a Colored person boards a train he is compelled to ride in this apartment with these dead-heads and is often asked to go

Continued from page one

into the apartment where the women sit or if the employes themselves happen to be in that section they ask the Colored passengers to go into the next.

Boarding train No. 43 on May 5, 1922, for El Reno, we asked the conductor where the Colored passengers got on. He said at the front end, where he was standing. There we found a news butcher blocking the entrance unloading his goods. We protested that we sh uld have to stand and wait for some time before we could board the train while white passengers were entering and finding seats. There were no steps at the car and the conductor seemed very arrogant. We boarded the train and found the smoking compartment half filled with white men and we called the conductor's attention to the fact that the laws of the state were being violated and that if a Colored man should attempt to ride in a white coach it would cause a riot, and he indignantly told us to go back into the coach for women. We said no, that we wanted to ride where we were seated. He exclaimed in a loud voice, showing his displeasure: "You must be from Kansas!" We replied yes; he then said that if we said anything more he would force us out of there into the next apartment.

On boarding the train from Chickasha to Lawton there were no steps at the Colored entrance and we attempted to board the train where the whites were entering to go to the Colored aparments and the brakeman said we could not use that entrance We called his attention to the fact that there were no steps and he remarked that the railroad company should furnish a porter as there was not enough help to handle the passengers. We called the conductor's attention to this condition and he made a similar remark as the brakeman.

We found on most of the trains of the Rock Island in Oklahoma that the train crew paid very little attention to Colored passengers, especially Colored women with children or gentlemen with baggage. They put no steps down for them to get on or off and we saw a woman come near being seriously injured because of the steps' height.

We must say that on two or three trains we did find some gentlemanly conductors and train crews who put steps down and assisted the Colored women on. There is a general complaint among the Colored people all over Oklahoma as to the mistreatment of Colored passengers by the Rock Island system.

At Andarko the wife of Mr. John Shaw, who has one of the best furniture houses in that town and owns other businesses and does considerable shipping, informed us that some two years ago she was a passenger ,every week from Andaiko to El Reno where she was receiving medical attention and that a news butcher continued to harass her and attempt to sell her fruit and other things and that she repeatedly refused to buy or have anything to say. She alleges that her purse lay on her lap and contained nearly $25.00 and that as the train neared El Reno, she missed her purse. She complained to the conductor and he had some Colored passengers who had boarded the train after the complaint had been made, searched and examined, accusing them of having the purse. These Colored passengers had boarded the train probably at the station before El-Reno, and Mrs. Shaw repeatedly told the conductor that they were not connected with the purse in any way, as none had had any chance to take it except the news vendor. The conductor paid no heed, nor did he attempt to investigate any further an. the news butcher was allowed to go without being searched. The purse was afterward found in the yards at El Reno. They say this vendor was changed to some other run. None of the officials of the road has ever written her a line making an apology or reporting an investigation as to whether this butcher had it or not.

Mr. Shaw is a prominnent business man of Andarko, and if any of your officers will call upon him, he and his wife will verify this statement. He is a patron of the Rock Island and a great shipper. You will find upon investigation from the prominent Colored people of Oklahoma who are patrons of the Rock Island that every sentence in this complaint is true.

We would be glad if you would employ Colored secret service men and a few white ones who are not classed with this outfit you have in Oklahoma to investigate these conditions as they are being carried on by the employes of the road who are drawing pay and who should be interested in the welfare of the road.

We are calling the Board of Directors' attention to these facts because we know they want the road to have first class reputation and the good will of the patrons. We are also hearing the Colored people asy, who are travelling long distances and riding the Rock Island, that unless they get better service, they will not patronize this system unless they have to, because of the conditions complained of.

A little secret work with general orders that the law of the state be complied with, as well as the rules of the company, will end all of these complaints.

I am doing this not only for the god of the Race but for the good of your company and the community at large as well.

There seems to be a little hatred among the ignorant and illiterate clas of whites toward Colored people, but the school houses and colleges will soon eradicate this, we hope.

Sincerely yours,
Nick Chiles, Editor,
The Topeka Plaindealer and President, Kansas Defense Society.

* * * *

New York,
Mr. Nick Chiles, Editor and Owner,
The Topeka Plaindealer,
Topeka, Kansas.
Dear Sir:

Mr. Charles Hayden, Chairman of our Board, has handed to me your letter of May 18th.

The road is operated, as you know, from Chicago, and I have forwarded your letter to Mr. J. E. Gorman, President of the Company, at Chicago. I know that Mr. Gorman will investigate this matter thoroughly, and look into each of the specific instances you mention where Colored people have not been properly treated by employes of the Rock sland lines.

In the meantime, I want to thank you on behalf of Mr. Hayden, and through him, of the Board for calling these matters to our attention, and for the very kindly and temperate manner in which your letter is written. Naturally, in a large organization there will always be complaints and instances of inattention on the part of employes, but we try to reduce those on the Rock Island to a minimum, and are glad to have your very cooperative suggestions.

Undoubtedly you will hear from Mr. Gorman in a few days.

Yours truly,
M. L. Bell,
Vice President and General Counsel.

* * *

Chicago, Illinois,
May 23, 1922.

Mr. Nick Chiles, Editor,
The Plaindealer,
Topeka, Kansas,
Dear Sir:

Your letter, May 19th, with reference to various conditions in Okla. Territory, received.

Your letter has been referred to Mr. A. B. Warner, headquarters at El Reno, for proper investigation, due to the fact that the territory mentioned by you comes under his jurisdiction.

I am satisfied Mr. Warner will handle in a manner that wil bring about corrective measures, however I will let you hear from me further after proper investigation and report has been made.

Yours truly,
T. K. Beacom,
Vice President and General Manager.

STATE OF KANSAS, SHAWNEE COUNTY, ss.

In the matter of the Estate of Caroline Mallory, late of Shawnee County, Kansas.

NOTICE OF APPOINTMENT

Notice is hereby given that on the 1st day of April, A. D. 1922, the undersigned was, by the Probate Court

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of Shawnee County, Kansas, duly appointed Executor-Administrator of the Estate of Caroline Mallory, late of Shawnee county, deceased. All parties interested in said estate will take notice and govern themselves accordingly.

William M. Bradshaw, *Administrator.*

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws - 1922

Tennessee

Nashville City Counsel Considers "Jim Crow" Law

Norfolk Journal & Guide

Nashville, Tenn.—A bill providing for strict segregation of the races in street cars has passed first reading by the city council. The bill has beeen referred to a special committee for consideration. Large printed and movable signs, setting aside a portion of the street cars for colored and another portion for white passengers are among the provisions of the bill.

WHITE HOUSE DINNER CAUSED JIM CROW LAW, SAYS GRIGGS

Chicago Whip

4/15/22

MEMPHIS, Tenn., April 15.—Declaring he had been criticised by the more radical ones for his conciliatory attitude on the race question, Sutton E. Griggs in a signed article says that the dinner at the White House where Booker T. Washington was Theodore Roosevelt's guest was the cause of the enactment of Tennessee's separate car law.

He says:

Some who favor a policy of co-operation between the races criticize the friendly tone and manner necessary to bring it about. Thus I have been blamed for not putting more harshness in my pleas for our people. In dealing with the race question, the question of atmosphere should steadily be kept in mind. It was in the hostile atmosphere created by the dinner between President Roosevelt and Booker T. Washington that the separate car law was passed in Tennessee. It was in the time of more or less hostile feeling between the two races that brutal lynchings have taken place. In an atmosphere of kindliness the lynching of Negroes has been abandoned in the state, white juries have freed Negroes charged with the murder of white men, in one case where the killing was admitted. It was the right sort of atmosphere that made it possible for Tennessee to complete the ratification of the amendment to the Federal Constitution that enabled Negro women in various states of the nation to vote.

SLOWNESS IN MAKING ROOM FOR WOMAN ON STREET CAR FATAL.

Dallas Express 10/14/22

Dallas, Texas

(Preston News Service).

MEMPHIS, Tenn., Oct. 12.—A refusal to rush to rear of a stret car to make room for a white woman cost Harrison Femmer, aged 25 years, his life. Femmer, it is said, riding on a crowded street car from the fair grounds last Tuesday evening was ordered by a white passenger, T. B. Mills, to move to the rear of the car to make room for a white woman to sit down. Femmers reluctanct to obey caused the trouble. A policeman boarded the car and pressed a pistol against Femmer's side, but Femmer took his time, and the officer fired. White witnesses claimed that Femmer attempted to draw a revolver.

Southern Railway

East Tennessee News

Station Toilet A

Knoxville, Tenn.

Menace To Health

11-30-22

Filth, Absence Of Privacy And Offensive Odors Abound In Railway Station In Progressive City Of Knoxville.— Apparent Indifference On Part Of Officials In Welfare Of Patrons.

A condition that could hardly be compared to that which would be found in a well regulated dairy barn or hog pen is that which is pointed out and complained of by the men who have occasion to spend any time at the passenger station of the Southern Railway and enter the men's toilet in the part reserved for colored people in this city. The contention is that the conditions in the barn or pens referred to would be far better as will be shown by a visit to the station there.

The filth that abounds in every corner of the un-kept room that is being used as a toilet; the offensive odors that exist there continuously, the absence of partitions or compartments that would make the place private as is usually arranged in other stations all go to make the condition one that should attract the attention of the city health officers as the absence of disinfectants, together with the conditions referred to go to make a serious menace to the health of those who frequent there.

The condition would suggest an apparent indifference on the part of the local officials, who are supposed to know that such has existed for years at the station and has been repeatedly complained of.

Jim Crow Car Laws – 1922 Texas

IS IT A FAR-REACHING DECISION?

Houston Tex, Informer

The recent decision of the United States Supreme Court, holding that the Interstate Commerce Commission has the power and authority to regulate and control intra-state rates, appears as another blow administered unto the South's sacred and cherished doctrine of "state rights" and is indeed a far-reaching decision from The Informer's viewpoint. 3/11/22

If the Interstate Commerce Commission is duly empowered and authorized to step in, dictate and regulate the railroad rates within the various states, has it not the same power and authority to prescribe, regulate and determine the calibre of accommodations both inter-state and intra-state?

If the functions of the state railroad commission in fixing and regulating fares are to be superseded by and subordinated to the federal commission, can't this same commission have the last say in accommodations for passengers on the railroads of this country?

We know of instances where colored passengers have purchased tickets in Northern states with Southern destinations, paying for first-class passage for the entire journey, only to be ordered or forcibly ejected from their comfortable quarters once the allegorical Mason and Dixie line is reached on their Dixie itinerary.

In demanding and compelling these colored passengers to even vacate quarters in Pullman sleeping cars, often at night after retiring, despite the fact that they were inter-state passengers, the several Southern states have contended that the Interstate Commerce Commission had no authority in such matters and that they were questions to be decided and handled by the individual state governments.

They have also maintained the same position regarding the promulgation of rates and fares.

In a few instances colored interstate passengers, thus ejected and humiliated, have brought suit against the railroad upon which they were damaged and secured judgment, notwithstanding the state's contention that it had plenary power, even of a police nature, in taking such action and thereby compelling first-class passengers to submit to humiliating and disgraceful ejection and inconvenience.

It has often been admitted and agreed that in interstate fares and travel the Interstate Commerce Commission was the supreme body, but the recent decision of the highest legal tribunal in the country, holding that said federal commission also had supreme authority in fixing and regulating rates and fares within the several states, causes The Informer to wonder if the Interstate Commerce Commission also is empowered, authorized and delegated to regulate intrastate as well as interstate accommodations.

If such is the case, then the late supreme court decision is more far-reaching and momentous than on the surface seems apparent; but it does appear to The Informer that if the Interstate Commerce Commission can have both the first and final say about interstate and intrastate rates and tariffs, likewise it has the same power and authority about accommodations.

In the meantime "We shall see what we shall see!" Selah!

Two Negroes Arrested As Jim Crow Violaters

Houston Tex, Post 5/24/22

Tuesday morning at 6:10, E. H. Dobbins, negro, was arrested for violation of the Jim Crow law.

Conductor H. N. Shrader, of the Louisiana-North Side street car line, reported to the police station that the negro had moved the separation signs in his car. Officer Williams and others went to Shea and North Main street and arrested the negro who was released on bond of $100.

The arrest was the second for violation of the Jim Crow law on the same watch at the police station. Monday at 11 p. m. a negro was taken to the station by Corporal B. Raney. He gave the name of Arthur Murray, and was arrested when he went to the ringside at the city auditorium and refused to go to the seats reserved for negro spectators. He was released on bond.

DIVISION OF BEHAVIORAL SCIENCE RESEARCH REEL 15

Jim Crow Car Laws — 1925

1 Virginia

Claim Jim-Crow Street Cars Cause of Company's Deficit

(Preston News Service)

DANVILLE, Va., Aug. 16.—Officials of the Danville Traction and Power Company are worried as to just how to conduct the local street car system in a way to make the business profitable. Some are inclined to blame the shortage in revenue on the presence of such a large number of flivver owners here, but a majority of them are of the opinion that the real cause of the falling off of revenues is that white and colored people are allowed to use the same doors of the street cars for entrance and exit. The company announced its intention to put on one-man cars to cut down operating expenses, but this plan is being bitterly opposed by various citizens' clubs and organizations, and it is thought the railway company will abandon this idea.

A prominent official of the company is alleged to have stated that he thought the only way out of this perplexing dilemma is to construct street cars with separate entrances and exits for white and colored people. "You just can't mix these white and colored people down South, especially in public conveyances," he said.

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